

use it on, and petty political obstruction will not build subways. We must develop our vacant land, build homes on it and use it for all the people. More homes mean lower rents, but we must have the means of going to and from the new homes. We must have more subways.

**Some Fares Now Over Five Cents.**

"Furthermore, we have not even got a five cent fare in many parts of town, especially in the boroughs of Brooklyn, Queens and Richmond. Transfers have been taken away from the street car after another, until to-day thousands of our people pay ten cents, and even fifteen cents, for car fare where they formerly paid five.

"Now let me take up this transit report. I would discuss it seriously, as it is a very serious proposition. Because we do not agree with all the legislation that gave us the Commission, we have no right to dismiss its labor flippantly, or declare, as the present administration has declared, an unalterable opposition to anything, good or bad, coming from the present body. The law is on the side of the transit to-day is to go ahead with constructive betterment of the intolerable transit conditions under which every man, woman and child in New York city now suffers. The transit commission plan is a step in that direction.

"This plan is of a preliminary nature, as indicated by its own words. It holds out a distant hope, however, of several things which we have waited for through many years. The revocation of perpetual franchises, the setting aside of the underlying leases, the squeezing out of all the water, the cancellation of preferential, the co-ordination of the different units of transportation into a harmonious and serviceable whole, the restoration of universal transfers, the taking of the city's investment out of the debt limit so that we can spend that money for schools and playgrounds and other things, the consummation of municipal ownership of all the lines—these are things that we have long hoped for. This transit report starts us on our way toward the realization of every one of them. As the plan unfolds through the successive steps toward accomplishment we shall know better how far along the road we are going to get.

**Will End Era of Abuse.**

"In making clear my stand on the traction problem I have endeavored, so far as possible, to refrain from abuse of any one. We have suffered too much in the last four years from that sort of thing. When I am Mayor I shall endeavor to cooperate with all forces and agencies working for the good of the city.

"I shall stimulate to the extent of my power the formulation and execution of plans to provide greatly for the city's greater future. My attitude toward the plan of the Transit Commission, or any other plan, will not be determined by any consideration of the source of the plan.

"We have got to settle this problem of local transportation in New York. The movement of millions daily through the territory centering in Manhattan is an exact parallel to the flow of blood to and from the heart. The railroads are the veins and the city is a living, growing body. The New York of to-day is a young giant clad in the steel armor of its transportation facilities.

"The time is limited, and this which unless provision is made for continuing expansion of transportation facilities to keep pace with population—the body politic must be crushed to death by its own growth. We must have order, decency, order and the ability to live are all involved in the conditions under which people who work must travel to and from their homes.

"The city cannot postpone consideration of this problem, nor can they evade their responsibility. The results of neglect outlast the guilty. Mayor Hylan has not helped to solve this problem. He has merely declared himself in favor of the five cent fare. Yet the only record we have of his making any constructive effort toward the adoption of any unit of reform in the testimony concerning his clerk with the late Theodore P. Shonts for a seven cent fare. While our Mayor has been talking the public has been walking in many parts of the city.

"I believe the Transit Commission has already performed a public service. Far from closing the door to proposals from other sources, its report has opened a discussion which will not fail to engage the best minds and the most devoted public spirit. We will help the city most if we take up this discussion with open minds, free from politics and free from bias."

**CURRAN WOULD RESTORE CHARITY DEPARTMENT**

**Speaks at Anniversary of Synagogue.**

The name of the Department of Public Welfare should be changed back to the Department of Charity, Henry H. Curran, Coalition candidate for Mayor, said last night at services commemorating the seventieth anniversary of the founding of the Beth Hamedrash Hagadol Synagogue, at 84 Norfolk street. The proposal of Mayor Curran was received with much applause.

The words "public welfare," Mr. Curran said, indicated that the department for the welfare of the people at large took the poor, sick and infirm and tucked them away somewhere so they would not be underfoot and troublesome to other citizens.

"The department should not be a cold-blooded proposition to rid the city of those who might be thought a nuisance," he said. "There is no more beautiful word in our language than charity. There is in government a proper place for unselfish care of the sick, aged and infirm so that they may have as much happiness in life as possible. I think we should get back to this idea in the government of our city."

I. Montefiore Levy was chairman of the celebration ceremonies. Chief Rabbi Jaffe, the Rev. Dr. Herbert P. Goldstein and the Rev. Hirsch Masliansky spoke. Mayor Curran also made a short address yesterday afternoon at the opening of the new Bronx Jewish center at 178th street and Mott street. A crowd of 10,000 witnessed a ceremony which had struggled to get into the building to take part in the religious services.

**GILROY SAYS HAMILTON REPLY IS CONFESSION**

**Renews Attack on Department of Corrections.**

Vincent Gilroy, Coalition candidate for President of the Board of Aldermen, renewed yesterday his criticism of the Department of Corrections, and declared that the answer of Dr. James A. Hamilton to his charges of lack of discipline, favoritism and wholesale drug smuggling amounted to a confession.

"On the very day my questions were asked a keeper was apprehended and arrested for smuggling drugs into Riker's Island, thereby proving exactly what I said," said Mr. Gilroy. The keeper, Timothy P. Donovan, whose arrest Dr. Hamilton said disproved Mr. Gilroy's charges, was held for further examination when arraigned in Yorkville Court.

Mr. Gilroy said Dr. Hamilton is a "faddist" and declared his lack of knowledge of actual conditions and "obstinate refusal to be informed of them" had led to the breakdown of the whole department.

**LOCKWOOD REFUTES CRAIG INSINUATIONS**

**Senator Asserts He Never Had Any Relations With Subway Contractors.**

**NOT EVEN AS CLIENTS**

**Comptroller Friendly Until He Threw Light on Limestone \$800,000 Job.**

**RECALLS ABUSE OF MAYOR**

**Asks Why Craig Wants Hylan Re-elected if Fraction of Criticism is True.**

Senator Charles C. Lockwood, Republican-Coalition candidate for Comptroller, issued a statement yesterday branding as false the charges made against him by Comptroller Craig of being connected with subway contracting interests, and calling upon the Comptroller to make public his evidence of such or conduct a clean campaign without slander.

Senator Lockwood also reviewed the courthouse limestone contracts, approved by Comptroller Craig and the Democratic members of the Board of Estimate, through which the city was about to lose \$800,000 when the Lockwood committee disclosed it.

The Republican-Coalition candidate recalled the previous utterances of the Comptroller against the Mayor and other fellow members of the Board of Estimate, and asked how the public could reconcile the Comptroller's present advocacy of the Mayor's reelection with charges he made against the Mayor in Board of Estimate and other official meetings.

**Voters Will Want to Know.**

Senator Lockwood's statement follows:

For the last four years Comptroller Craig's presence at the Board of Estimate and elsewhere has been characterized by a continuous stream of abuse directed against the Mayor, the President of the Board of Aldermen and the Borough Presidents of Queens and Manhattan. If a fraction of the sneers and insinuations of incompetency or wrong doing which he has leveled against the Mayor are true the voters will want to know why he is so anxious for four years more of that kind of government under that sort of a Mayor. But be that as it may, he must understand right here and now that he will not be permitted to assail me without producing the facts.

"In his speech of acceptance Comptroller Craig makes the following reference to me:

"First, in 1919 Senator Lockwood sponsored and procured the passage of a bill for the subway contractors, providing for the cancellation of all subway contracts and release of the sureties on their bonds. This bill would have cost the city of New York \$30,000,000. The Comptroller frustrated its operation because the claims were found to have no legal basis."

"That is a wilful perversion of the facts, and the most regrettable part of it is that Comptroller Craig knows it to be so. In 1918, due to war conditions, the necessary requirements for higher wages for mechanics and labor on subway construction led to a stoppage of work. All realized that the subways should be rushed to completion.

"A bill providing for readjustment to be made jointly by the Public Service Commission and the Board of Estimate was prepared after conferences between members of the Board of Estimate and the Public Service Commission. I was requested to and did introduce the bill, which passed.

"Mayor Hylan approved the bill in writing, as required by law. Where was the Comptroller when the Mayor has the bill under consideration?"

**Will Ignore Contractors' Law.**

Senator Lockwood said that a second statement by the Comptroller referred to the 1921 contractors' bill, to which the Senator replied:

"The Comptroller knows that I opposed this bill for four years. He knows that I did not vote for it and that it was brought up while I was away on a housing matter. When elected Comptroller, as I fully expect to be, I shall decline to act under it and shall require that all such claims receive public consideration before the Board of Estimate and Apportionment and not be privately adjusted. I shall at once seek to have the Legislature amend this act.

"Third, by Comptroller Craig: 'It is understood that my opponent, Senator Lockwood, has the support of the House of Representatives in his candidacy for Comptroller.'

"If Comptroller Craig ever received such information, it is wholly false. I demand that he make public every bit of it without delay. I will tolerate no further slander.

"I have never had any interest or had any clients with any interest in subway contracts and I have no personal acquaintance with any subway contractors.

"Comptroller Craig, who frequently has visited Albany in the last four years, has been apparently most friendly in his personal relations with me and on many occasions has voluntarily praised my legislative work. This continued down to the exposure made before the Joint Legislative Committee on Housing, of which I am chairman, by Mr. Samuel Untermyer, its counsel.

"The testimony before the Housing Committee showed that the Hettrick matched bid for limestone on the courthouse was approved by the Board of Estimate—Comptroller Craig and others voting for it.

"The bid was for \$1,840,000. "Other testimony showed that a private corporation contracted for about the same quality and about the same quantity of limestone at about the same time for about \$840,000.

**HYLAN SAYS SHONTS TRIED TO FRAME HIM**

**8 Cent Fare Discussion Was Schemed With Travis.**

Mayor Hylan issued a statement yesterday denying testimony of the late Theodore P. Shonts, president of the Interborough Rapid Transit Company, before the Public Service Commission in January, 1919, that the Mayor in the previous year had summoned him to City Hall and favored the inauguration of a 7 or 8 cent fare. The Mayor declared that Travis Whitney, then Public Service Commissioner, and Mr. Shonts "concocted a scheme" of calling Mr. Shonts before the commission to make the statements he did for the purpose of embarrassing the Hylan administration.

The testimony was referred to by advocates of the Transit Commission's readjustment plan to show that while Mayor Hylan is running for reelection on a 5 cent fare platform it is in contradiction to his previous stand, which Mr. Shonts said, was inspired by William Randolph Hearst.

Mr. Shonts testified that Mayor Hylan sent for him, and that he went to the Mayor's office one day in August, 1918. "The Mayor took me into his office," continued Shonts, "and a gentleman followed me in to whom I was introduced by the Mayor. He said: 'This gentleman wants to help you get a 7 cent fare for your various lines, and I think under certain conditions he can succeed.' I told him that sounded very good. He (the Mayor) said: 'Before we go further I want you to know who Mr. Hearst's interests in New England. He is his lawyer in New England.' I then asked Mr. Macfarlane if he bore the same relation to Mr. Hearst in New England that William De Ford did in New York. He said no, and that in addition to being Mr. Hearst's counsel he was his policy writer of editorials in that district.

"The Mayor then said to me that Mr. Macfarlane was probably more responsible than any one else for the adoption of the Boston solution of the rapid transit lines and asked me if I was familiar with the nature of that arrangement. I told him that I was only in a general way. The Mayor then said that Mr. Macfarlane was then working on a similar solution of the transit situation in Chicago and wanted to know what I knew what was going on there. I said I did not."

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**MEYER TO SPEED UP GRAFT REVELATIONS**

**Bulk of Work to Be Done in Next Two Weeks by Intensive Application.**

The Meyer committee will speed up its investigation into the municipal government, beginning with the session to-day in City Hall, in an effort to finish the bulk of its work within the next two weeks. This will be one of the most important weeks of the entire inquiry, and the committee with its counsel agreed yesterday to drive on faster than during the last three weeks.

The necessity for haste, it was explained, is that the members are demanding that they be released from the daily attendance at the sessions that they may look after their own campaign interests. Further, it is the wish of the committee not to extend its public hearings into the midst of the city campaign. The committee will give a clean way to the municipal campaigning for the three weeks before election.

According to the plan tentatively agreed upon, the hearings will be continued this and next week and then adjournment will be taken until after election. Council and investigators will prepare a preliminary report during the recess covering all the material developed in the inquiry. The purpose is to cover as much as possible of the entire field in these two weeks and to renew the investigation after election for another two or three weeks in November.

The preliminary report will be filed with the Charter Revision Commission appointed last spring by Gov. Miller and to convene for organization on November 1. This commission will review the Meyer committee's evidence, and findings and based upon that will frame a report for the Legislature, outlining the amendments and alterations in its charter needed to give a more up to date form of government to the city.

The commission will not get down to work until after election and by the time it has considered the preliminary report of the Meyer committee the latter body will have completed its task and be ready with its final recommendations.

Queens borough affairs will be taken up first to-day with the continuation of the hearings. That subject was before the committee when it adjourned Friday. An opportunity will be given to Maurice E. Connolly, Borough President, to answer his critics. Several other witnesses will be called to testify regarding the administration of borough affairs. It is understood that testimony will be given regarding the system of levying assessments on real estate in Queens.

Effort will be made to clear up that phase of the inquiry in two or three hours. Then the committee will return to the Police Department or take up the Bureau of Licenses. There is much evidence still to be given regarding Commissioner Enright's department.

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**IMPORTERS ATTACK TARIFF VALUATION**

**That Feature of Fordney Measure 'Unworkable and Un-American.'**

**KILLS FOREIGN TRADE**

**Certain to Intensify and Prolong Present Unemployment Situation.**

**WARNING TO CONGRESS**

**National Council Asserts the Scheme Will Hurt Ultimate Consumer.**

A campaign against the "American valuation" feature of the Fordney tariff plan has been launched by the National Council of American Importers and Traders, which has sent a statement denouncing the proposal as un-American to every member of the Senate and House of Representatives. The measure is charged by the sponsors of the movement with providing protection to certain groups of American manufacturers at the expense of the ultimate consumer and on the pretext it will help the American workmen. It is also charged that the Fordney plan will make a revival of foreign trade impossible and thereby prolong and intensify the present unemployment situation.

The National Council of American Importers and Traders includes such organizations as P. Centemeri & Co., Emery Beers & Co., Franklin Simon & Co., Best & Co., Gimbel Bros., Philadelphia: Theo. Haviland & Co., Julius Kayser & Co., S. S. Kresge Company, Milbank, Leaman & Co.; Ovington Bros. Company, Samstag & Hilder Bros., George Borgfeldt & Co., F. W. Woolworth Company, Stern Bros., Brokaw Bros., Brooks Bros., Gage Bros., Roger & Gallet, Saks & Co., Park & Tilford, Haviland & Co., James McCutcheon & Co., and many others.

The statement attacks the "American Valuation Plan" as misleading in name and intention, unwise in theory and unworkable in practice. It predicts that such a basis for the calculation of ad valorem duties will destroy trade between the United States and the rest of the world, and by making foreign competition in favored lines impossible, will result in profiteering on an unprecedented scale. In issuing its statement the organization reiterates its stand for a policy of protection for American industry against unfair competition, but

adds that this must be accomplished without exposing the American consumer to artificial inflation of prices and the country generally to an intensification of the present unemployment crisis.

**Plan is "Un-American."**

The statement says in part: "There is nothing good about the American valuation plan except the name 'American.' In every other respect it is un-American, unwise and dangerous. The reasons advanced in its favor by the authors of the plan will not bear analysis. In the guise of reduced tariff rates, the Fordney plan actually raises tariff rates excessively and will eliminate foreign competition in many lines. The American public will have to pay the price for Government protected monopolies in the necessities of life. Under the pretense of reviving American industry, the 'American valuation plan' will prolong present conditions of unemployment and throw thousands more out of work. Never in the history of this country was there greater need of wise tariff legislation, or greater danger from unwise tariffs to put the tariff in politics.

"We firmly believe in a tariff that will protect American manufacturers and American labor. We believe that with protection against cheap foreign labor by a sound scientific tariff American producers and their superior machinery and methods, have nothing to fear from foreign competition, and can hold their own in the markets of the world. But we are opposed to a tariff which will destroy our foreign trade by raising a tariff wall at the very period of our national life when international exchange of raw materials and finished products is more essential than ever before to the prosperity of our country. We are opposed to a radical change in the administration of customs duties at a time when the hazards, burdens and difficulties of commerce have almost prostrated business and have brought unemployment to millions of American workers.

**Protects Favored Groups.**

"In brief, the pretended aim of American valuation is to provide permanent protection against a non-existent emergency, whereas its purpose is to provide certain groups of manufacturers with excessive protection at the expense of workers and consumers. If the truth were known it would be defeated. "If the reasons for American valuation are disingenuous, its workings can scarcely be called anything less than dishonest. No other word properly describes a tariff rate that calls itself 40 per cent, and actually amounts to 125 per cent, or, as in the case in some instances, calls itself 40 per cent, and really amounts to 185 per cent. The difference lies precisely in the basis of calculation. Expressed as a percentage of duty on the American selling price, which is the American valuation plan, the figure may be only 40 per cent, but the actual percentage of duty, figured on foreign selling price, which has been the practically uninterrupted basis for American tariffs since 1873, may prove to be anywhere from 125 to 185 per cent.

"And as prices will go up employment will go down if the American valuation plan is adopted. Employment is possible only when there is a market for the product of field and factory. Within the Republican party itself sharpened understanding of these truths has led to a distinct reluctance to proceeding with American valuation. If the Republican party nevertheless persists in this plan they will have only themselves to blame for having legislated themselves out of their present position of influence and power by playing the football with economics and politics with the tariff."

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**WATTERSON AWAITS LAST 'REBEL YELL'**

**Veteran Editor Writes Affecting Letter to 'Ragged, Rednosed Veteran Angels.'**

**PAYS TRIBUTE TO WIFE**

**Regrets He Cannot Attend Reunion of 'Thin Gray Line' at Chattanooga.**

CHATTANOOGA, Tenn., Oct. 9.—Col. Henry Watterson, former editor of the Louisville Courier Journal and, during the civil war, publisher of the Chattanooga Rebel, has written a characteristic letter to the committee in charge of the forthcoming reunion of the United Confederate Veterans to be held here, in which he expressed regret at not being able to attend.

The letter, written from New York city and addressed to the chairman of the committee, follows:

I wish it were possible for me to attend the coming Confederate Reunion. It is not possible, so you must take the will for the deed. Chattanooga possesses many claims upon my affections. It was there that I found my dear wife, who, after fifty-nine years of devotion, still abides and between whom and myself the relations then established remain unbroken and unchanged. She joins me in the regret that we cannot together revisit the scenes of our early love-making. But at fourscore and upward functions of every sort are beyond me.

Perhaps it is as well that I may not again look upon the thin gray line soon to disappear forever from the scenes of this world, for it might put too great a strain upon an old man's tenderest sensibilities. My love to the old boys. It cannot be long when we shall meet on that beautiful shore, and when we meet, be sure the bonnie blue flag will be flying at the fore, and the bands will be playing Dixie on parade, whilst the pretty girls will be distributing the Chattanooga Rebel to groups of ragged rednosed angels who have not forgotten the rebel yell.

Sincerely, HENRY WATTERSON.

**ERNEST F. ELLERT INDORSED.**

**Press Feeders and Paper Cutters Back Candidacy.**

Ernest F. Ellert, Republican Coalition candidate for Borough President, announced yesterday he has received letters of indorsement from John P. Mines, president of the Printing Press Feeders and Assistants' Union, No. 23, and from Daniel J. Ahearn, secretary of the Paper Cutters and Pamphlet Machine Operators Local Union No. 119.

Both indorsements stressed Mr. Ellert's record of fair dealing with union labor, both in his own business and as president of the Employing Printers' Association, in which capacity he is now serving his third consecutive term.

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**TIFFANY & Co.**

FIFTH AVENUE & 37th STREET

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